D Line Overview

- Substantial replacement of Route 5, Metro Transit’s highest-ridership route
- 2030 daily riders: 23,500
- D Line service every 10 minutes
  - Route 5 every 30 minutes
- 20-25% faster than Route 5
  - Fewer stops
  - Pre-boarding fare payment
  - All-door boarding
  - Transit signal priority
- Construction in 2020/2021, pending full project funding

Examples from A Line on Snelling Avenue in St. Paul
D Line Buses

Route 5 (Today): Front-door boarding, all fares collected on board

D Line: All-door boarding, all fares collected at station
What do stations look like?

- **Pylon markers** help riders identify stations from a distance.
- **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- **Utility boxes** near station areas house necessary communications and electrical equipment.
- **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- **Stations feature trash and recycling containers.**
- **Platform edges** are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
- **Platform areas** are distinguished by a dark gray concrete pattern.
- **Some stations have sidewalk-level light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- **Benches** at stations provide a place to sit.
- **Stations have bike parking loops.**
Route 5: Existing Ridership

- Ridership at the existing bus stops at Chicago & 48th is 3rd highest stop of area between 38th & city limits
- Approximately 90 combined boardings and alightings each weekday at the bus stops at 48th
- South of 38th to the city limits, only the stops at 46th Street and 56th Street have higher ridership than 48th
Recommended Plan: Chicago and 48th
Community Concern: Why 48th?

- Existing ridership
- Many destinations (restaurants, shops, businesses) at this location
- Support from public comments & City of Minneapolis
- A need to keep the intersection on the map: without the D Line, only transit service to the intersection would be a reduced Route 5 that would stop once every 30 minutes
- 48th Street provides better access to destinations than other nearby alternatives
Community Concern: Why not 47th?

Why not one station at Chicago & 47th instead of 46th and 48th?

- 46th Street is the highest ridership point on Route 5 in south Minneapolis between 38th Street and the city limits.
- Many people using the bus at this location are making connections to east-west service on 46th Street.
- Moving the station a block south would introduce a walk in the middle of the transfer for those customers, diminishing the usefulness of the transit network here.
- Keeping the station at 46th is important for transfer connections.
Community Concern: Why not 49th?

Why not a station at Chicago & 49th instead of 48th?

- Ridership is lower at 49th than 48th today, an indicator of where people want to go on the bus.
- 48th provides much better access to the destinations at that node; this is likely why ridership activity is higher at 48th.
- Putting a station at the signalized intersection allows pedestrians to easily cross the street to get to the bus stops. 49th does not have a signal to facilitate crossings.
Community Concern: Parking

- Proposed potential on-street parking removal: 3-4 spaces total
- Northbound (NE corner of Chicago & 48th): 1-2 spaces from lengthening bus stop
- Southbound (SW corner of Chicago & 48th): 1-2 spaces total from moving bus stop
  - 4-5 spaces removed on SW corner
  - 3-4 spaces replaced by removing bus stop by HealthPartners
- Actual effects will not be known until more design has advanced
Community Concern: Stations

• Some station elements can be altered or moved within station area to minimize impact on sightlines
  – Shelter location
  – Pylon station marker
• Cleaning, garbage, snow removal of the platform area will be responsibility of Metro Transit
• Bumpouts shorten the pedestrian crossing of Chicago Ave at 48th Street
• Actual effects will not be known until more design has advanced
Community Concern: Buses, Traffic, Noise

• Bus volumes – traveling through and stopping
  – Addition of +2 buses running through each direction per hour.
  – Buses will only stop if a passenger is at the station or wants to exit the bus

• Traffic impacts
  – Traffic study has shown that D Line will not result in substantial impact to traffic at this location

• Noise / Emissions
  – Brand-new D Line buses will replace older buses on Route 5
  – New buses are quieter and have fewer emissions
  – Battery-electric buses under consideration; piloted on C Line starting in 2019.
Community Concern: What’s Next?

• July 25: Metropolitan Council action to approve station plan
• Open house to be scheduled in late August
• Fall 2018: Design phase begins
  – Opportunities to have your voice heard
• 2020-2021: Construction (Pending full funding)
• Contact Outreach staff anytime for more information